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# LETTER

FROM

THE SECRETARY OF THE NAVY,

TRANSMITTING

*General*

THE OFFICIAL ACCOUNT

OF THE

CAPTURE OF THE BRITISH SLOOP OF WAR REINDEER,

BY THE

UNITED STATES' SLOOP WASP,

COMMANDED

BY CAPTAIN JOHNSTON BLAKELEY,

ON THE

TWENTY-EIGHTH JUNE LAST.

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OCTOBER 17, 1814.

Printed by order of the Senate of the United States.

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WASHINGTON CITY:

PRINTED BY ROGER C. WEIGHTMAN.

1814.



## LETTER, &c.

Committee room, October 13, 1814.

SIR,

In order that congress may proceed in the agreeable duty of bestowing suitable honors and rewards on those gallant men, whose noble achievements have already so signally distinguished themselves and their country during this war, I am directed by the committee on naval affairs, on the part of the senate of the United States, to request that you will transmit all the information in possession of the navy department, relating to the capture of the British sloop of war *Reindeer*, by the American sloop of war *Wasp*.

I have the honor to be,  
Very respectfully,  
Your obedient servt.

C. TAIT, *chairman*.

Hon. William Jones, secretary of the navy.

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Navy department, October 15, 1814.

SIR,

I have the honor to enclose copies of the documents received at this department from the commander of the United States' sloop of war *Wasp*, relative to the capture and destruction of the enemy's sloop of war *Reindeer*, on the 28th of June last, after a brilliant action of nineteen minutes, which was terminated by *boarding*, in gallant and

decisive style, having repulsed the enemy in repeated and vigorous attempts to board the Wasp. All that skill and valor could do was done quickly, and less it was certain would not be done.

I am, very respectfully,  
Sir, your obedient servt.

W. JONES.

The hon. Charles Tait, chairman  
of the naval committee of the senate.

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United States' sloop Wasp,  
L'Orient, July 8, 1814.

SIR,

I have the honor to announce to you the arrival of this ship, to-day, at this place. By the pilot who carried us out of Portsmouth, N. H. I had the satisfaction to make you acquainted with our having left that place, and again had the pleasure of addressing you by the French national brig Olive, and which was the first vessel we had spoken since our departure from the United States. From the time of our sailing, I continued to follow the route pointed out in your instructions, until our arrival at this place, during which, we have been so fortunate as to make several captures, a list of which will accompany this; these, with their cargoes, were wholly destroyed, with one exception. This was the galiot Henrietta, which was permitted to return with the prisoners, thirty-eight in number, after throwing overboard the greater part of her cargo, leaving only a sufficiency to ballast her. When arrived on our cruising ground, I found it impossible to maintain any thing like a station, and was led in chase farther up the English channel than was intended. After arriving on soundings, the number of neutrals, which are now pass-



ing, kept us almost constantly in pursuit. It gives me much pleasure to state to you the very healthy condition of the crew of the *Wasp* during the cruise. Sometimes without one on the sick list, and at no time any who remained there more than a few days. Great praise is due to Dr. Clark, for his skill and attention, at all times, but particularly after the action with the *Reindeer*, his unwearied assiduity to the necessities of the wounded was highly conspicuous.

The ship is at present under quarantine, but we expect to be released from it to-morrow, when the wounded will be sent to the hospital, and every exertion made to prepare the *Wasp* for sea.

I have the honor to be,  
Very respectfully,  
Your most obedient servant,

(Signed)

J. BLAKELEY.

The hon. William Jones, secretary of the navy.

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United States' sloop *Wasp*,  
L'Orient, July 8, 1814.

SIR,

On Tuesday, the 28th ult. being then in lat.  $48^{\circ} 36' N.$  and longitude  $11^{\circ} 15' W.$  we fell in with, engaged, and, after an action of nineteen minutes, captured his B. M. sloop of war the *Reindeer*, William Manners, esq. commander. Annexed are the minutes of our proceedings on that day, prior to and during the continuance of the action.

Where all did their duty, and each appeared anxious to excel, it is very difficult to discriminate. It is, however, only rendering them their merited due, when it is declared of lieutenants Reily and

Baury, 1st and 3d of this vessel, and whose names will be found among those of the conquerors of the *Guerriere* and the *Java*, and of Mr. Tillinghast, 2d lieutenant, who was greatly instrumental in the capture of the *Boxer*, that their conduct and courage, on this occasion, fulfilled the highest expectation, and gratified every wish. Sailing master Carr is also entitled to great credit, for the zeal and ability with which he discharged his various duties.

The cool and patient conduct of every officer and man, while exposed to the fire of the shifting gun of the enemy, and without an opportunity of returning it, could alone be equalled by the animation and ardor exhibited when actually engaged, or by the promptitude and firmness with which every attempt of the enemy to board was met and successfully repelled. Such conduct may be seen but cannot well be described.

The *Reindeer* mounted sixteen 24 pound carronades, two long 6 or 9 pounders, and a shifting 12 pound carronade; with a compliment, on board, of one hundred and eighteen men; her crew were said to be the pride of Plymouth.

Our loss in men has been severe, owing, in part, to the proximity of the two vessels, and the extreme smoothness of the sea, but chiefly in repelling boarders. That of the enemy, however, was infinitely more so, as will be seen by the list of killed and wounded on both sides.

Six round shot struck our hull, and many grape, which did not penetrate far. The foremast received a 24 pound shot, which passed through its centre; and our rigging and sails were a good deal injured.

The *Reindeer* was literally cut to pieces, in a line with her ports: her upper works, boats, and spare

spars, were one complete wreck. A breeze springing up, next afternoon, her foremast went by the board.

Having received all the prisoners on board, which, from the number of the wounded, occupied much time, together with their baggage, the Reindeer was, on the evening of the 29th, set on fire, and in a few hours blew up.

I have the honor to be,  
Very respectfully,  
Your most obedient servt.

(Signed)

J. BLAKELEY.

The honorable William Jones,  
secretary of the navy, Washington.

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Minutes of the action between the United States' ship Wasp and his Britannic majesty's ship Reindeer, on 28th June, 1814. Lat. 48° 36' N. long. 11° 15' W.

At 4 A. M. light breezes and cloudy; at quarter after four discovered two sails two points before the lee beam, kept away in chase; shortly after discovered one sail on the weather beam, altered the course, and hauled by the wind in chase of the sail to windward. At eight the sail to windward bore E. N. E. wind very light; at ten the strange sail bearing E. by N. hoisted an English ensign and pendant, and displayed a signal at the main, (blue and yellow diagonally.) Meridian, light airs and cloudy; at quarter past twelve, P. M. the enemy showed a blue and white flag, diagonally, at the fore, and fired a gun; 1 h. 15 m. called all hands to quarters, and prepared for action; 1 h. 22 m. believing we could weather the enemy, tacked ship and stood for him; 1 h. 50 m. the enemy tacked ship and stood from us: 1 h. 56 m. hoisted

our colors and fired a gun to windward, which was answered by the enemy with another to windward; 2 h. 20 m. the enemy still standing from us, set the royals; 2 h. 25 m. set the flying gib; 2 h. 29 m. set the upper staysails; 2 h. 32 m. the enemy having tacked for us, took in the staysails; 2 h. 47 m. furled the royals; 2 h. 51 m. seeing that the enemy would be able to weather us, tacked ship; 3 h. 3 m. the enemy hoisted his flying jib, brailed up our mizen; 3 h. 15 m. the enemy on our weather quarter, distant about 60 yards, fired his shifting gun, a twelve pound carronade, at us, loaded with round and grape shot, from his topgallant forecastle; 3 h. 17 m. fired the same gun a second time; 3 h. 19 m. fired it a third time; 3 h. 21 m. fired a fourth time; 3 h. 24 m. a fifth shot, all from the same gun. Finding the enemy did not get sufficiently on the beam to enable us to bring our guns to bear, put the helm a-lee, and at 26 minutes after three commenced the action with the after carronade, on the starboard side, and fired in succession; 3 h. 35 m. hauled up the mainsail; 3 h. 40 m. the enemy having his larboard bow in contact with our larboard quarter, endeavored to board us, but was repulsed in every attempt; at 3 h. 44 m. orders were given to board in turn, which were promptly executed, when all resistance immediately ceased; and at 3 h. 45 m. the enemy hauled down his flag.

J. BLAKELEY.

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United States' sloop Wasp,  
L'Orient, July 10, 1814.

SIR,

After the capture of his Britannic majesty's sloop of war the Reindeer, it was my wish to have con-

tinued the cruise as directed by you. I was, however, necessitated to relinquish this desire, after a few days, from a consideration for the wounded of our crew, whose wounds had, at this season, become offensive and aggravated, by the number of prisoners on board, at the time, being seventy-seven in number. Fearing from the crowded state of the Wasp, that some valuable lives might be lost, if retained on board, I was compelled, though with reluctance, to make the first neutral port. Those belonging to the Reindeer who were dangerously wounded, were put on board a Portuguese brig bound to England, three days after the action, and from the winds which prevailed, arrived probably in two or three days after their departure. Their surgeon, the captain's clerk, with the captain's and officers' servants, and the crew of the Orange Boven, were put on board the same vessel to attend upon them. Since our arrival at this place we have experienced every civility from the public authorities; our quarantine was only for a few hours; and our wounded, fourteen in number, were carried, yesterday, to the hospital, where they are very comfortably situated. Our foremast, though badly wounded, can be repaired, and will be taken on shore as soon as possible. All the other damages sustained can be repaired by ourselves.

I have the honor to be,

Very respectfully,

Your most obt. servant,

(Signed)

J. BLAKELEY.

The honorable William Jones,  
secretary of the navy, Washington city.

List of killed and wounded on board his Britannic majesty's sloop of war the *Reindeer*, in action with the United States' sloop of war the *Wasp*, on the 28th June, 1814.

## KILLED.

NAMES.	RANK.
William Manners, esq.	commander.
John Thomas Barton,	purser.
James Humphreys,	quartermaster.
John Elly,	armorer.
Charles Price,	ropemaker.
George Gibson,	captain mast.
Zenus Swift,	seaman.
George Sorlic,	do.
Samuel Laver,	do.
Bartholomew Johnson,	do.
Thomas Bassett,	ordinary seaman.
John Isles,	do.
Robert Smith,	do.
James Foreman	do.
Patrick Sherry	landsman.
John Maguire,	do.
William Lee,	do.
Collisters Glynn,	boy second class.
Samuel Probert,	do.
Patrick Sharkey,	do.
Edward M'Grath,	boy third class.
John Roomer	private.
James Allen,	do.
Thomas Musto,	do.
John Guest,	do.

## WOUNDED.


Names	Rank.	Character of wounds.
*Thomas Chambers,	first lieutenant,	severely.
*Richard Johns,	master,	dangerously.

*Ferguson Mason,	quartermaster,	severely.
*Joshua Carson,	capt. forecastle,	do.
*Thomas Williams,	do.	dangerously.
*James Candy,	landsman,	severely.
*John Williamson,	carpenter's crew,	do.
*Thomas Clements,	seaman,	do.
*Richard Sheppard,	ordinary seaman,	do.
*Joseph Waller,	seaman,	dangerously.
*Robert Tole,	do.	do.
*Thomas Horne,	do	severely.
*James Wallace,	ordinary seaman,	dangerously.
*David Livingston,	seaman,	severely.
*Alexander Stups,	ordinary seaman,	dangerously.
*Thomas Bell 1st,	do.	severely.
*Nicholas Barmingham,	do.	dangerously.
*William Williams,	boy 2d class	do.
*John Watley	private,	severely.
*William Wyley,	corporal,	do.
*William Gurarty,	private,	do.
*William Watkins,	do.	do.
*Thomas Mitchell,	boy 3d class	do.
*Daniel Byrne,	private,	do.
*Thomas Marsh,	sergeant,	not very badly
wounded, but permitted to proceed in consequence of the representation and by the request of the surgeon of the Reindeer.		
Matthew Mitchell,	master's mate,	slightly,
Henry Hardiman,	midshipman,	do.
James Legg,	boatswain,	do.
John Stimson,	quartermaster's mate,	do.
William Clark,	cook,	do.
John Johnson,	carpenter's crew,	do.
William Bruce,	ordinary seaman,	do.
Benjamin Rufus,	captain fore top,	do.
John Bramble,	seaman,	do.
William Townholm,	do.	do.

Wm. Caldwell,	seaman,	dangerously, (since dead.)
Archd. Adams,	ordinary seaman,	do.
Richard Hornby,	seaman,	slightly.
Daniel Hart,	boy 1st class,	do.
William Ratcliff,	private,	do.
Thomas Major,	do.	severely.
Richard Butler,	captain after guard,	slightly.

### RECAPITULATION.

Killed, 25.	Wounded, dangerously,	10
	severely,	17
	slightly,	15
		<hr/>
	Whole number wounded,	42
		<hr/> <hr/>

 Those marked thus (\*) were, in consequence of the severity and extent of their wounds, put on board a Portuguese brig, called the Lisbon Packet, on the third day after the action, to wit: the 1st of July, bound to Plymouth, England.

List of killed and wounded on board the United States' sloop of war the Wasp, Johnston Blakeley, esq. commander, in action with his Britannic majesty's sloop of war the Reindeer, on the 28th June, 1814.

### KILLED.

NAMES.	RANK.
Timothy Stevens,	seaman.
Thomas R. Teel,	do.
Joseph Vorse,	ordinary seaman.
Thomas Knight,	do.
John Brown, 2d,	do.

### WOUNDED.

Henry S. Langdon,	midshipman,	dangerously.
Frank Toscan,	do.	do.



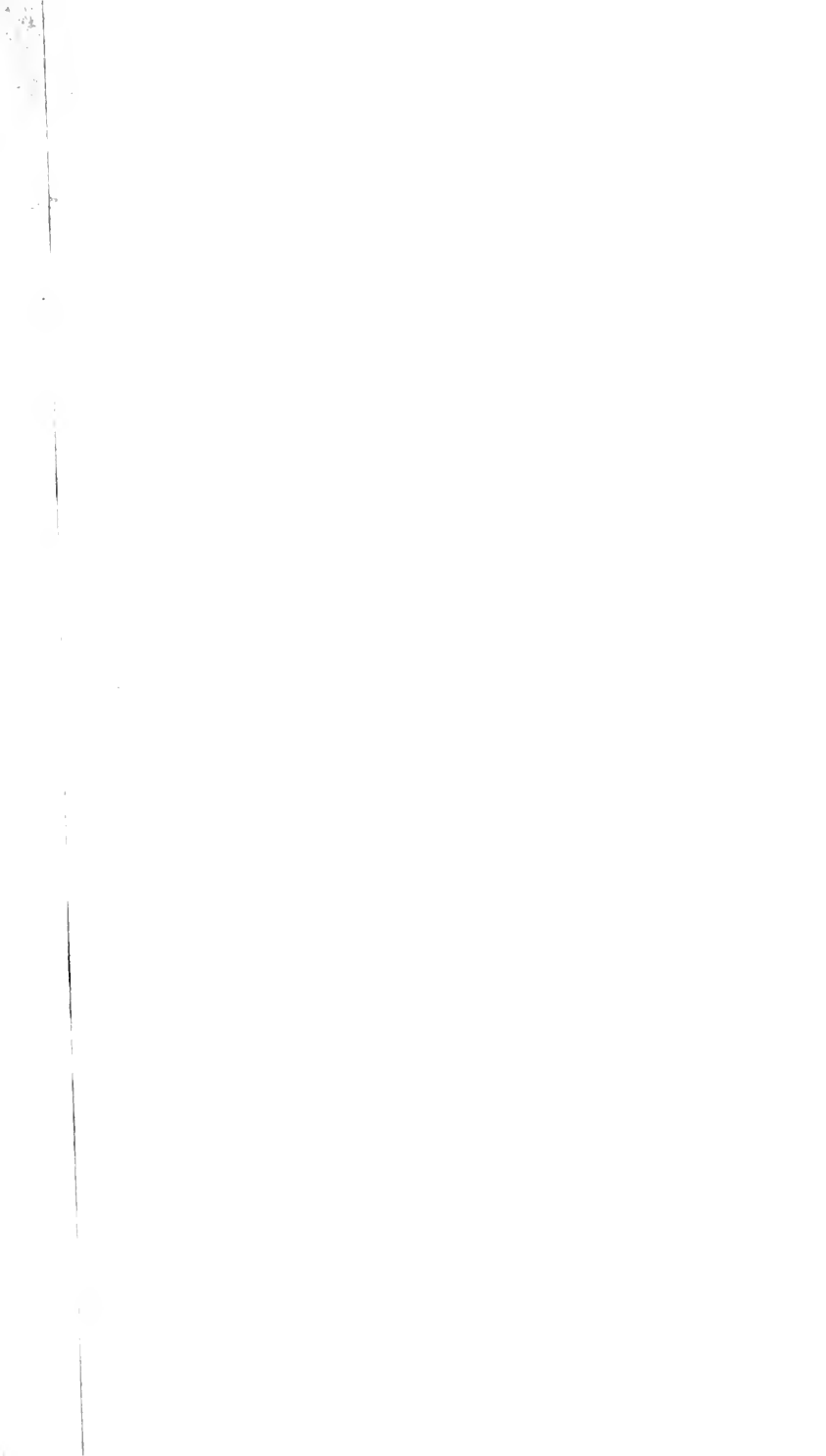
John Swett,	master's mate,	slightly.
Wm. Thompson,	boatswain's mate,	severely.
John Dick,	quartermaster,	do.
N Scammon,	seaman,	do.
Jotham Perkins,	do.	dangerously, (since dead.)
William Preston,	do.	slightly.
Charles Green,	do.	dangerously, (since dead.)
Charles Clinton,	do.	slightly.
Andrew Passenger,	do.	severely.
John Rowe,	do.	slightly.
Joseph Atkins,	do.	dangerously, (since dead.)
Robert Lowther,	do.	slightly.
Merrel Roberts,	do.	do.
Robert Jarvis,	ordinary seaman,	severely.
Henry Herbert,	do.	dangerously.
Simon Cassalis,	do.	severely.
John C. Thurston,	do.	dangerously.
Caleb Wheeden,	do.	severely.
John Ball,	boy,	dangerously, (since dead.)

### RECAPITULATION.

Killed, 5.	Wounded,	dangerously,	8
		severely,	7
		slightly,	6

Whole number wounded, 21





A list of British vessels captured by the United States' sloop of war Wasp, J. Blakeley, esq. commander, between May 1st and July 6th, 1814.

1814. Date.	Name of the			How rigged.	Number of			Lading.	Where belong- ing.	Where from.	No. of days out.	Where bound.	Latitude when taken.	Longitude.	How disposed of.
	Vessel.	Master.	Owner.		Men.	British tons.	Guns.								
June 2	Neptune	John Mordiew	John Derryhouse, Gilbert Henderson, John Whitting, and Major Dawson	Barque	13	297	. . . . .	Sundries	Liverpool	Cork	12	Halifax	47 5 N	30 52 W	Burnt
13	William	Daniel Rankin	W. J. & D. Rankin	Brig	6	91 $\frac{1}{2}$	. . . . .	Barley	Dumbarton	Limerick	6	Lisbon	49 21 N	12 20 W	Burnt
18	Pallas	D. L. Cargill	David L. Cargill	Brig	8	131 $\frac{1}{2}$	2 long 6 pounders	Skins, almonds, &c.	Arbroath	Mogadore	16	London	49 34 N	7 W	Scuttled
23	Henrietta	John Thompson	Robert Montgomery and Robert Greenlaw	Galiot	11	171 $\frac{1}{2}$	. . . . .	Provisions	Belfast	Belfast	6	Guadaloupe	48 12 N	12 5 W	Given up to prisoners
26	Orange Boven	Stephen Redbrook	William Bunks, Thomas Thatcher, and William A. Moore	Ship Brig	17	325	2 long 9's & 6 six pounders	Sugar and coffee	Bermuda	Bermuda	29	London	48 8 N	10 8 W	Scuttled
28	Reindeer	Wm. Manners, esq.	H. B. majesty		118	382 $\frac{1}{2}$	2 long six pounders 16 24 pound carronades 1 12 do do and 2 brass 4 pounders								
July 4	Regulator	Robert Fieldes	John Anderson and James Rosson	Brig	8	112 $\frac{1}{2}$	. . . . .	Port wine	Liverpool	Oporto	12	London	47 32 N	13 57 W	Burnt
6	Jenny	T. Spearpoint	Thomas Spearpoint	Schooner	10	151 $\frac{1}{2}$	. . . . .	Sweet oil	Plymouth	Leghorn	30	St. Petersburg	47 36 N	10 20 W	Scuttled







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